
August 23, 2012

201 - 4 KM NORTH OF RYEGATE - NORTH

Clarification:

Submitted: Thu. 16-Aug-2012 12:00 MDT

The special provision, CONSTRUCTION SURVEY & LAYOUT - CONTRACTOR STAKING is hereby added to the contract. Plan sheets 2, 9 and 11 are replaced. Sheets 2 and 9 are changed to replace Finish Grade Control with Construction Survey and Layout. Sheet 11 has a revised Fencing Summary Frame.

An addendum will be issued to delete Finish Grade Control as a bid item and replace with Construction

Survey and Layout. The fencing quantities will also be revised by addendum. SPECIAL PROVISION

CORRECTED PLAN SHEETS

Clarification:

Submitted: Thu, 16-Aug-2012 15:16 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM

To download the addendum bid file, click here. BID FILES

-1-

Submitted: Mon, 06-Aug-2012 10:09 MDT

Company: JCT Construction

Contact: Oscar

Question:

Area 2 seeding has 1 acre on bid sheet but no special provision for this area.

Answer:

Submitted: Tue, 07-Aug-2012 12:27 MDT

The Seeding Special Provision is hereby replaced with the following: SEEDING SPECIAL

-2-

Submitted: Thu, 09-Aug-2012 08:00 MDT

Company: Precision Drilling & Blasting Inc

Contact: Vickie Diekemper

Question:

Specials state "production blasting techniques to form highway rock cut slopes at the locations shown on plans"

where in the plans is this shown?

Answer:

Submitted: Tue. 14-Aug-2012 9:00 MDT

Production blasting is not specifically called out for at any location on this project and only the highway cut slopes

are shown on the plans and cross sections. The techniques used to perform these excavations will depend on the means, methods, and tolerances of the contractor. Boring logs are provided in these areas to allow the contractor to determine an excavation technique for their bid. If a contractor elects to use production blasting for excavation on the project, it will need to be in accordance with the special provision.

-3-

Submitted: Wed, 15-Aug-2012 09:31 MDT

Company: Nelcon, Inc

Contact: Sam Weyers

Question:

1) Would MDT consider to change the PMS section to .3 ft to allow for two lifts or change the ride spec?

2) Per special #26, if blasting becomes necessary, will MDT consider to change back slopes to 1:1 or steeper instead of 3:1 and 4:1 that are shown on x-sections?

Answer:

Submitted: Thu. 16-Aug-2012 9:30 MDT

1) The typical sections will not be changed.

2) The planned slopes will not be changed if blasting is utilized. Please bid accordingly.

-4-

Submitted: Tue, 21-Aug-2012 09:36 MDT

Company: Northwest Pipe Fittings

Contact: Justin French

I was looking at the 4KM North Of Ryegate project, specifically the utility lines, and I noticed the provisions call out for use of SDR-11.5 pipe and electrofusion fittings. These two items do not really work together. SDR pipe is an inside diameter controlled pipe which means the outside diameter changes as the pressure of the pipe is increased or decreased. This type of pipe generally uses insert fittings because of the inside dimensions being controlled. Since the outside diameter changes you cannot use electrofusion fittings with this pipe. Electrofusion fittings are designed to work with SDR pipe which is an outside diameter controlled pipe. I was curious as to if this project needed to be using an SDR pipe with electrofusion fittings or an SDR pipe with insert fittings.

Answer:

Submitted: Wed, 22-Aug-2012 13:27 MDT

Instead of the Special Provision referring to 'SDR-11.5' it should reference 'SDR-11 (3408 resin) or SDR-13.5 (4711 resin)'.

202 - ARMINGTON JCT - EAST (3 TIED PROJECTS)

Clarification:

Submitted: Thu, 16-Aug-2012 15:16 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

ADDENDUM

To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Mon, 06-Aug-2012 14:07 MDT

Company: Riverside Contracting, Inc

Contact: Cale Fisher

Question:

There is no Bid Item listed for Hydrated Lime and no quantity for lime in the Surfacing Summaries. SP 17 states to furnish hydrated lime and lists hydrated lime as a pay item. Please clarify.

Answer:

Submitted: Wed, 08-Aug-2012 13:31 MDT

An addendum will be issued to add 155.00 Tons of Hydrated Lime to this contract.

Plan Sheet 9 of Armington Jct-Belt Hill, NH 60-2(96)71, UPN 7454000 is hereby replaced: [PLAN SHEET 9](#)

Plan Sheet 4 of Armington Jct - East, NH 57-1(7)0, UPN 7453000 is hereby replaced: [PLAN SHEET 4](#)

-2-

Submitted: Tue, 14-Aug-2012 10:18 MDT

Company: HL Construction

Contact: Heather Long

Question:

Could you clarify the completion date on the job is about May 25, 2013 the date the work has to be done this job will require about a June 25, 2013 completion date.

Answer:

Submitted: Thu, 16-Aug-2012 16:50 MDT

The road closure on the Armington Jct - East Project will have significant impacts to the traveling public. Meeting

the project requirements for contract time and work sequence will likely require the contractor to work multiple

locations and operations simultaneously. The attached Special Provision

Contract Time - Calendar Day/Working

Day hereby replaces Special Provision #2 Contract Time - Calendar Day.

[CONTRACT TIME - CALENDAR DAY/WORKING DAY](#)

-3-

Submitted: Tue, 14-Aug-2012 21:57 MDT

Company: Mountain West Holding co

Contact: Chris Connors

Question:

Would the MDOT please review the contract time established for both the calendar day and workday portions of the project.

All items of work would have to be ongoing concurrently to complete the project in time. Trying to have signing,

guardrail, bridge repair & revisions, milling, and paving all at the same time is not feasible due to lane closures and haul vehicles needing access to the milling machine and paver.

Answer:

Submitted: Thu. 16-Aug-2012 16:55 MDT

Please refer to the answer posted for question #2.

203 - TERRY - EAST (WB) & SF 099 SIGNING, SLOPE FLATTEN

No Questions at this time.

204 - CUT BANK - SHELBY

Clarification:

Submitted: Thu, 16-Aug-2012 15:16 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

[ADDENDUM](#)

To download the addendum bid file, click here. [BID FILES](#)

-1-

Submitted: Wed, 15-Aug-2012 13:40 MDT

Company: Arrow Striping & Mfg Inc.

Contact: Dennis McCarthy

Question:

There is enough paint quantites set up for 2 applications. There is no paving, only a chipseal so there should only be one application of paint.

Answer:

Submitted: Thu. 16-Aug-2012 10:25 MDT

The Pavement Marking Summary frame on Sheet 6 has been changed to reduce the paint quantities.

An addendum will be issued with the following changes:

Words and Symbols-White Paint	3.0 Gal.
Words and Symbols-Yellow Paint	5.0 Gal.
Striping-White Paint	783.0 Gal.
Striping-Yellow Paint	260.0 Gal.

[PLAN SHEET 6](#)

205 - EAST RIVER ROAD - SOUTH OF EMIGRANT

-1-

Submitted: Mon, 20-Aug-2012 08:40 MDT

Company: A.M. Welles, Inc.

Contact: Alan Ringlein

Question:

With the small amount of crushed aggregate course on this project can the pugmill mixing requirements be waived?

Answer:

Submitted: Mon, 20-Aug-2012 10:55 MDT
Pugmill mixing of the Crushed Aggregate Course is required.

206 - SLIDE RPR-13M EAST GLENDIVE/MT 11-1

No Questions at this time.

207 - EAST OF ASHLAND - EAST (FENCE)

No Questions at this time.

210 - YELLOWSTONE RIVER - NE OF LIVINGSTON

Clarification:

Submitted: Tue, 17-Jul-2012 09:05 MDT

Sample photos of the Architectural Treatment color staining referenced in Paragraph C. of Special Provision No. 44, ARCHITECTURAL TREATMENT can be found in the following link: [ARCHITECTURAL TREATMENT](#)

Clarification:

Submitted: Tue, 17-Jul-2012 09:39 MDT

As-built drawings of the existing structure are linked here: [AS-BUILT BRIDGE PLANS](#)

MDT provides these files for informational purposes only. They do not include drawings for modifications to the structure, such as joint replacements and guardrail revisions and may not completely represent current conditions.

Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. The contractor should not rely solely on the as-built drawings provided for bidding purposes nor does any data in these files supersede the data in the contract documents.

Clarification:

Submitted: Tue, 17-Jul-2012 09:43 MDT

Attached are PDF Files of the available project alignment and/or structures geotechnical report(s), geotechnical report supplements, and geotechnical laboratory summaries. There is remaining geotechnical information that is voluminous and very difficult to compile in a concise manner.

Contractors are welcome to come to MDT Headquarters to inspect soil and/or rock samples taken for the project that are stored here or to look through the complete set of Geotechnical field investigation notes, laboratory testing, analytical, or other data in our project files.

It should be noted that the project may have undergone significant changes during the design process after the original geotechnical report and supplements were issued. Thus, some of the information contained in these documents may be out of date or not applicable with regard to the advertised project. Some of the changes include, but are not limited to: Project splits (for funding, ROW issues, etc.); alignment and grade changes; and changes due to environmental factors (sensitive areas, etc.).

The documents can be found at: [GEOTECH REPORTS](#)

Clarification:

Submitted: Fri, 20-Jul-2012 11:20 MDT

The design files/Geopak files for this contract are posted on the MDT FTP site for your use at:

[YELLOWSTONE RIVER NE LIVINGSTON DESIGN/GEOPAK FILES](#)

The files do not represent the staked project, but are only design files. The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

Clarification:

Submitted: Fri, 17-Aug-2012 14:30 MDT

An Addendum has been posted for this project. Please click on the following link to access the information.

[ADDENDUM](#)

To download the addendum bid file, click here. [BID FILES](#)

Clarification:

Submitted: Wed, 22-Aug-2012 09:20

Special Provision 43. B. 3) -Drilled Shafts - require the casing to meet "materials, fabrication and inspection requirements" of Section 556. Supplemental provision 556.03.1 lists specific items that require AISC certified shops to perform the fabrication. If a specific item is not listed, they are considered ancillary and do not require certified shops to perform the work. All other requirements of Section 556 and the contract apply, such as shop drawings, qualified welders, welding procedures and Buy America.

-1-

Submitted: Mon, 16-Jul-2012 15:50 MDT

Company: Sletten Construction

Contact: Wade Robertson

Question:

We still have the as-builts and geotech reports from the 1-26-12 bid letting. Will they be the same for the new bid date of 8-23-12?

Answer:

Submitted: Tue, 17-Jul-2012 09:46 MDT

Yes, they are the same. The As-built bridge drawings and Geotech reports have been posted again above as well.

-2-

Submitted: Fri, 03-Aug-2012 10:29 MDT

Company: Sletten Construction

Contact: Wade Robertson

Question:

MDT's proposed schedule for this project has the contractor closing the bridge February 28th. Between October 1st and February 28th, 150 of the 270 calenders are gone, leaving only 120 days to finish the project. My question is, how does MDT expect the contractor to remove the existing structure (with cofferdams around each pier), form and pour the bent caps, set the beams, and form and pour the superstructure (with 28 day cure) in 4 months? Not to mention the fact that these 4 months are taking place during spring run-off. Sletten has built approximately 10 structures across the Yellowstone, from Corwin Springs to Fairview, and this river is one of the most dynamic, uncontrolled rivers in U.S. For example, at Fallon our whole workbridge was washed our, and at Sidney the water rose 23 feet in about 24 hours. Just in the last couple of years, high water scoured under the piers of bridge 1/2 mile upstream causing the bridge to fail and leaving it unusable, and 6 miles downstream the water knocked down a concrete pier. Spring run-off on the Yellowstone can lead to some extreme adverse conditions and it seems that MDT is setting the contractor up for failure with this proposed schedule.

Answer:

Submitted: Tue, 07-Aug-2012 14:37 MDT

The intent of the October 1, 2012 proceed date is to allow time for the Contractor to secure necessary permits and the opportunity to perform in-stream work; such as drilled shaft construction; during periods of low flow and prior to closure of the existing bridge. Contract work may be performed between October 1, 2012 and ~~February 28, 2013~~ January 6, 2013 except during No Work Days as defined in Special Provision #2 Part B) 1) a) 1, 2 and 3.

-3-

Submitted: Tue, 07-Aug-2012 10:48 MDT

Company: COP Construction

Contact: Kelly Newman

Question:

Will MDT be willing to suspend contract time between October 1st and the Contractor's actual start date (approx.. 1/7/13)? We are concerned that the various restrictions to contract time as currently written do not allow sufficient

time to complete the project within the allotted time. The Special Provisions state that Calendar time will start on October 1, 2012 but the existing bridge must remain open until at least February 28, 2013.

Answer:

Submitted: Wed, 08-Aug-2012 13:32 MDT

No.

~~Special Provision #2 Contract Time Incentive/Disincentive B. 2) Unit One.~~

~~Replace the second sentence beginning~~

~~with "Unit One work must be completed... with "Unit One work must be completed in 300 calendar days." An~~

~~addendum will be issued to change the calendar days on this contract from 270 calendar days to 300~~

~~285 calendar days for Unit One.~~

Special Provision #2 - Contract Time and Incentive/Disincentive and Special Provision #25 -

Sequence of Operations are hereby replaced with an addenda. Please acknowledge the addenda before submitting your bid.

~~Special Provision #25 Sequence of Operations B. 1) Phase 1. Replace the first sentence beginning with "Phase 1~~

~~is all... with "Phase 1 is all construction activities except seeding, fencing, seal and cover, and epoxy pavement markings."~~

~~Special Provision #25 Sequence of Operations B. 2) Phase 2. Replace the first sentence beginning with " Phase 2~~

~~includes all... with "Phase 2 includes all construction activities following removal of the detour that are required to complete the contract, including seeding, fencing, seal and cover, and epoxy pavement markings."~~

-4-

Submitted: Tue, 07-Aug-2012 10:49 MDT

Company: COP Construction

Contact: Kelly Newman

Question:

Will MDT be willing to suspend contract time during high water if productive progress cannot be made on the bridge?

For example, if there isn't time to get the beams set before the work bridge has to be removed for high water.

Answer:

Submitted: Tue, 07-Aug-2012 14:59 MDT

No.

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Submitted: Wed, 08-Aug-2012 14:20 MDT

Company: Ralph L Wadsworth Construction

Contact: Ty Wadsworth

Question:

Will Sunday's be counted as Calendar Days in Unit One?

We will be allowed to work Sunday's if necessary to meet major milestones or make up for weather days?
Will the contractor be allowed to work during the winter shutdown period from November 16 through April 15?
Will time be counted during the winter shutdown period?

Answer:

Submitted: Thu, 09-Aug-2012 07:37 MDT

As per Subsection 101.03, Sundays are considered No Work Days; therefore, no work will be allowed on these days.

As stated in the Contract Time and Incentive/Disincentive special provision, calendar time will begin on October 1, 2012. Contract work may be performed starting October 1, 2012. There is no winter shutdown period on this project.

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Submitted: Wed, 08-Aug-2012 14:46 MDT

Company: Ralph L Wadsworth Construction

Contact: David Riecken

Question:

Why does the existing bridge have to be open until February 28, 2013? It would decrease the overall duration of the project if the bridge could be closed in early October, 2012.

Answer:

Submitted: Thu, 09-Aug-2012 07:42 MDT

The segment of US 89 through Livingston and the project area is used as a detour route for interstate traffic during I-90 closures. There are usually a few closures each year due to high winds and/or accidents due to high winds.

The vast majority of closures (approximately 99%) occur between mid-October and mid-March. To avoid congestion of I-90 traffic and Livingston, the detour route needs to be available during as many winter months as possible.

Answer:

Update: Fri, 17-Aug-2012 14:30 MDT

The existing bridge is to stay open until January 6, 2013. Please see the addenda for Special Provision #25 - Sequence of Operations.

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Submitted: Thu, 09-Aug-2012 10:03 MDT

Company: Condon-Johnson & Associates, Inc.

Contact: Eric Dybevik

Question:

The 8'6" diameter x 1/2" wall permanent casing is called out to be embedded into the bedrock 10 feet. What if the casing meets refusal before the 10-ft embedment?

Answer:

Submitted: Wed, 15-Aug-2012 09:28 MDT

The requirement to embed the casing 10 feet into bedrock is hereby revised as follows: Embed the casing to a depth that will ensure a stable excavation and that will prevent sloughing and intrusion of rock/soil materials

into the excavation. Place the casing no less than 6 feet into bedrock.

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Submitted: Thu, 09-Aug-2012 16:16 MDT

Company: Sletten Construction Company

Contact: Wade Robertson

Question:

1) On April 3, 2012 my company was awarded a small bridge project by the MDT at the town of Vanada.

April 6, 2012 we submitted our temporary facilities permit to the MDT. The permit consisted of a culvert and dirt fill designed by the MDT and was part of the contract plans. There were no other temporary facilities such as

workbridge, shoring, etc. We received permission to begin construction on July 9, 2012. My question is, if it took three months for a simple project such as Vanada to receive permit approval, what is a reasonable assumption on this complex project to obtain permit approval?

2) High water on the Yellowstone usually starts around March and ends about the end of June.

We could realistically lose four months of the construction season. Could contract time be suspended during these months? If not, could additional time be added to the contract?

Answer:

Submitted: Mon, 13-Aug-2012 14:02 MDT

1) MDT has no control over the length of time it will take the Contractor to acquire permits. The Resource Agencies are aware of the complexities of this project; however, permit approval is partially dependent on the completeness of the Contractor's permit package submittals.

2) High water does not typically occur in March on the Yellowstone River. Below is a link to the historic flow rates for the Yellowstone River at Livingston which shows that flow rates increase rapidly in May and peak near mid-June. Please review the USGS gaging information for the Yellowstone River at Livingston to help schedule construction. [HISTORIC FLOW RATES](#)

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Submitted: Mon, 13-Aug-2012 10:18 MDT

Company: Ames Construction, Inc

Contact: Sonny Diddle

Question:

1) Please verify if there is lead paint on the existing bridge.

If so, how is the lead paint mitigation dealt with.

2) USACOE individual permit 404 requires us to procure permits for temporary trestle and cofferdams. Please verify and provide the time frame for obtaining these permit approvals.

3) Given the time limitations for this project, contractors are not in control of permit approvals. How will the delays in approvals for temporary structures be factored in to the overall project schedule.

4) Special conditions devote fairly large specifications for blasting. Given the proximity of rail road bridge, will MDT

allow blasting.

5) USACOE permit 404 allows for borrow fills in the river. Please verify if this is applicable to and allows the temporary causeway. Or, do we still have to obtain an additional permit for the causeway.

6) Please verify if the contractor will still have to obtain permits from DEQ and USFW permits for temporary structures.

Answer:

Submitted: Thu. 16-Aug-2012 15:55 MDT

1) The following provisions are added for Lead-Based Bridge Coating:

A. Description. The existing coating system on the bridge has not been tested, but is likely lead-based based on the age of the structure. Any work that disturbs the existing coating system may expose workers to health hazards and (1) produce debris containing heavy metals in amounts that exceed the hazardous waste thresholds established in state and federal regulations or (2) produce toxic fumes when heated. Containerize all debris produced when the existing coating system is disturbed.

B. Materials. Not applicable.

C. Construction. Utilize construction methods that prevent coatings from entering the river or surrounding exposed soils. If the measures being taken by the Contractor are inadequate to provide for the containment and collection of debris produced when the existing paint system is disturbed, the Project Manager will direct the Contractor to revise the operations and the debris containment and collection program. The directions will be in writing and will specify the items of work for which the Contractor's debris containment and collection program is inadequate. Perform no further work on the items until the debris containment and collection program is adequate and, if required, a revised program has been approved for the containment and collection of debris produced when the existing coating system is disturbed.

Dispose of bridge coating debris produced when the existing coating system is disturbed at an approved disposal facility in conformance with the requirements of the disposal facility operator. Salvage and/or dispose of steel from bridge demolition activities in accordance with all local, state, and federal regulations. Comply with OSHA regulations associated with worker safety and lead-based coatings during bridge demolition activities.

D. Measurement and Payment. Include measurement and payment for handling the lead-based coating on the bridge in related work items.

Questions regarding this special provision may be directed to Brian Goodman, MDT Environmental Services (406-444-7632).

2) Please refer to the response provided in Q&A Forum question #8 and the response to question #5 below.

3) Please refer to the response provided in Q&A Forum question #8. Also refer to Special Provision #2 Contract Time and Incentive/Disincentive. Unit One will be assessed by calendar days.

4) Yes.

5) The contractor would need to obtain an additional 404/Section 10 permit authorization for a temporary causeway. The 404 authorization that MDT obtained for this project, which also includes Federal Rivers and Harbors Act Section 10 authorization, authorizes only the permanent features described in the contract and shown on the plans. The 404 authorization received for this project does not include any temporary work bridges, work pads, cofferdams, diversions, or other temporary facilities associated with project construction. Please refer to Special Provision 22. CLEAN WATER ACT SECTION 404 PERMIT AND SECTION 401 CERTIFICATION, and the Table of Contractor Submittals.

6) The contractor would need to obtain additional permits or authorizations from DEQ and Montana, Fish, Wildlife and Parks for a temporary causeway. Please refer to Special Provisions, 14. AUTHORIZATION TO DISCHARGE UNDER THE MONTANA POLLUTANT DISCHARGE ELIMINATION SYSTEM (MPDES) [107] (REVISED 3-22-12), 15. STREAM PROTECTION AUTHORIZATION 124 [107] [208], 16. INCREASE IN TURBIDITY [107], and the Table of Contractor Submittals.

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Submitted: Mon, 13-Aug-2012 11:24 MDT

Company: Knife River-Belgrade

Contact: Steve Baeth

Question:

Regarding the manhole adjustments. Where will I find the diameter of the manholes as well as the existing elevations and finished elevations?

Answer:

Submitted: Wed. 15-Aug-2012 14:00 MDT

Existing manhole sizes will be field verified and adjusted in accordance with Section 621 of the Standard Specifications.

-11-

Submitted: Mon, 13-Aug-2012 14:10 MDT

Company: Frontier West, LLC

Contact: Craig Lien

Question:

1) Special Provision 27 requires removal of the intermediate bents 2-5 to an elevation of 4437. The as-built drawings depict the top of deck grade as being 4469.5. The bore logs for the new project indicate the existing top of deck as being 4476.6. It would appear that the elevation datum has changed by 7.1 ft. Using the new elevation in place of the as-built elevation would indicate the piers must be removed to approximately 29.6 ft below top of bent cap elevation. Is this correct?

2) This removal limit would typically be on the order of 20 to 25 ft. below the normal spring water elevation. Is this depth truly needed; and is it practical?

Answer:

Submitted: Wed, 15-Aug-2012 14:00 MDT

1) The elevation datum did change by approximately 7.2 feet between the as-built drawings and the new bridge plans. The piers are required to be removed to elevation 4437 on the new bridge plans (4429.8 feet on the as-built drawings) which is close to 30 feet below the top of the existing piers.
2) Pier removal limits are required by Montana Fish Wildlife and Parks.

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Submitted: Mon, 13-Aug-2012 16:44 MDT

Company: Knife River-Belgrade

Contact: Steve Baeth

Question:

Bid item 0190 is for Aggregate Treatment with a quantity of 16,830 SQYD. There is no Special Provision for Aggregate Treatment. Special Provision # 37; MC-70 Prime Coat calls for the application of MC-70 and states that method of measurement /payment will be per 402.04 and 402.05 which calls for payment by the gallon/liter/ton/metric ton as specified in the contract.

1) Is it intended that MC-70 be used for the aggregate treatment?

2) If the MC-70 is used for the aggregate treatment will the bid item/quantity/unit of measure be changed to match Special Provision #37?

Answer:

Submitted: Tue, 14-Aug-2012 08:34 MDT

Special Provision No. 37, MC-70 PRIME COAT is hereby deleted. The requirements for Aggregate Treatment are covered in Section 301, and in particular Supplemental Specifications 301.02.4, 301.03.8, 301.04.7 and 301.05 effective 7-26-12.

-13-

Submitted: Tue, 14-Aug-2012 11:40 MDT

Company: Frontier West, LLC

Contact: Craig Lien

Question:

If we are understanding the contract time correctly. 300 Calendar days minus the no work holidays would make the phase 1 completion date of August 16, 2013.

1) Is this correct? If not what would the phase 1 completion date be?

2) Why is this completion date so early. Phase 2 work will be completed in 2014. Why not allow Phase 1 to be completed near the end of typical construction season in early November?

Answer:

Submitted: Mon, 20-Aug-2012 14:22 MDT

1) No. The Phase 1 completion date is September 16, 2013.

2) Contract timelines reflect commitments made by MDT and other stakeholders during the project development

phase.

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Submitted: Wed, 15-Aug-2012 17:10 MDT

Company: CFC Distributors

Contact: Todd Ferreira

Question:

We would like to submit our product for review for the railing on the Yellowstone River pedestrian bridge. We have the architectural drawings for this and would like to email the information to someone (architect or engineer).

Also, we have a question about the expansion joint.

Answer:

Submitted: Thu. 16-Aug-2012 11:45 MDT

Please coordinate with the following MDT staff:

1) Les Timmer- Office: 444-6263

Email: ltimmer@mt.gov

2) Tracy Stoner- Office: 444-7699

E-mail: tstoner@mt.gov

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Submitted: Thu, 16-Aug-2012 09:29 MDT

Company: Ralph L Wadsworth Construction

Contact: David Riecken

Question:

If the drilled shafts @ Piers 1 & 5 are completed prior to the road closure, shoring will be required next to the existing roadway. Will this be considered incidental to the drilled shafts?

Answer:

Submitted: Thu. 16-Aug-2012 10:28 MDT

Yes.

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Submitted: Thu, 16-Aug-2012 16:37 MDT

Company: Ames Construction, Inc

Contact: Sonny Didde

Question:

Please verify if stay in place deck forms (permanent metal decking) are allowed.

Answer:

Submitted: Mon, 20-Aug-2012 08:38 MDT

Stay-in-place forms are not allowed.

-17-

Submitted: Thu, 16-Aug-2012 16:39 MDT

Company: Ames Construction, Inc

Contact: Sonny Didde

Question:

Please verify if stay in place (precast deck panels) are allowed.

Answer:

Submitted: Mon, 20-Aug-2012 08:38 MDT

Stay-in-place forms are not allowed.

-18-

Submitted: Fri, 17-Aug-2012 09:59 MDT

Company: Knife River-Belgrade

Contact: Steve Baeth

Question:

Regarding the seal and cover work:

1) Typ Sec's 5, 6, 7 & 8 show seal only behind the G-Rail. Can tack be used for this area?

2) Typ Sec's 5, 6, 7, 8 & 9 show seal and cover behind the G-Rail and in places behind the Ped-Rail above the

MSE wall. Can installation of Ped-Rail, G-Rail & Bit Curb be postponed until seal and cover work is done?

If not, can seal and cover be deleted in this area?

Answer:

Submitted: Mon, 20-Aug-2012 11:19 MDT

1) Use emulsified asphalt CRS-2P to seal the 2.8 foot wide area shown as seal only.

2) No. Pedestrian rail, guardrail and bituminous curb work is included in Phase 1. Seal and cover will not be deleted.

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Submitted: Mon, 20-Aug-2012 09:56 MDT

Company: Knife River-Belgrade

Contact: Steve Baeth

Question:

Regarding question #10 about the manhole adjustment. The current answer explains how the item will be paid.

We still need to know the diameter of the manholes and the elevation changes for each manhole rim so we can

calculate the cost of the materials needed in order to bid the work.

Answer:

Submitted: Tue, 21-Aug-2012 09:30 MDT

Please contact City of Livingston representative Dennis Fisher at (406) 223-7857; for sanitary sewer manhole as-built details.